

WEATHER FORECAST.
Increasing cloudiness to-day,
probably followed by showers.

THE WASHINGTON HERALD

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each day, in addition to many
exclusive features.

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FIVE CENTS.

SENATORS RECALL PILOT OF TITANIC

Quartermaster Hichens, Who Was at the
Wheel When Crash Came, Taken from
Outgoing Ship Under Subpoena.

PETTY OFFICER WILL COME HERE WITH OTHERS TO GIVE TESTIMONY

New York, April 20.—The Senate committee appointed to investigate the sinking of the liner Titanic closed a day of unearthing developments of supreme importance by having Quartermaster Hichens, of the Titanic, taken from the outgoing liner Lapland at Sandy Hook and brought back to this city under a subpoena.

Hichens had started for Southampton with 181 other members of the crew of the ill-fated vessel, having been released by the committee after several officers and members of the ship's crew had been selected to remain for further examination. After the Lapland had sailed, however, Senator Alden Smith, chairman of the committee, discovered new facts which made it imperative that Hichens testify. The wireless was used and the Lapland held until a tug arrived. Hichens is said to have been at the Titanic's wheel when she struck the berg.

The investigating committee concluded its hearing in New York to-day and subpoenaed J. Bruce Ismay and other officials of the White Star Line, to appear before it in Washington at 10:30 o'clock Monday morning.

All available survivors of the Titanic will be called before the committee, including Mrs. John Jacob Astor, Col. Archibald Gracie, and relatives of all the prominent men who were lost.

German Operator Killed Him.
Members of the committee expressed the determination to call "every man, woman, and child" who can tell anything about the disaster.

Harold Bride, assistant wireless operator on the Titanic, told the committee to-day that the German ship Frankfurt responded promptly to the Titanic's distress signal, but that instead of the Frankfurt rushing to the relief of the British ship, the German steamer's wireless operator repeatedly asked what was the matter.

So persistently was this inquiry pounded into the ears of Phillips, the Titanic's chief operator, that he indignantly replied to the German:

"You are a fool!"
Bride's testimony also indicated that the Frankfurt was nearer to the Titanic than the Carpathia.

Alexander Gordon, a former engineer of the White Star Line, declared that the White Star officials knew as early as 3:30 o'clock Monday morning that the Titanic was sinking.

If it shall prove necessary in order to determine definitely the time the White Star officials in New York received the first news that the Titanic had gone down, the committee will subpoena the officers of both telegraph companies to produce all the business that dealt with that subject.

That the same in the dining-room on Sunday night was the guest of the voyage, as has been persistently reported, was confirmed late to-day by Assistant Secretary Thomas Whittier, who told of the dinner served at the hotel at which the general toast was "The mighty Titanic." Much wine was disposed of, and preparations had been made for a banquet in New York upon the arrival of the Titanic, to celebrate the record-breaking trip of the greatest ship in the world.

Not to Reduce Speed.
The Cunard Line announced that the speed of their ocean greyhounds, the Mauretania and the Lusitania, would not be reduced on account of the accident, but that their ships would take a more southerly course, thus increasing the trip about 100 miles.

Although Vice President Ismay branded the story as absurd, Maj. Godfrey Peachey, of Toronto, has reiterated his charge that the managing director was criminally negligent in not making an effort to avoid icebergs.

The Lapland, which left New York to-day for England, had 140 passengers on board. She is equipped with twenty-four lifeboats, having a capacity of 1,300 people. The Lapland was cleared as "O. K." by the United States Inspection Service of the port of New York.

Scene Shifts Monday.
Survivors of the Titanic disaster will be taken away from all influences which might hamper the freedom of the evidence they have to give, and on Monday morning will appear before the Senate investigating committee in Washington.

This decision was reached late to-day after a session which developed surprising details in the failure of the greatest piece of naval construction the world has ever known, and which sank in mid-ocean early Monday morning, carrying with her to death more than 1,500 souls.

In announcing his intention of moving the scene of the Federal probe to the National Capital, Senator Smith said that he has decided to call to Washington not only J. Bruce Ismay, President of the White Star Line; Vice President F. A. S. Franklin, and all the surviving officers of the Titanic, but also selected from the survivors of the crew a score of seamen whose stories of how the Titanic met her fate, he believes, will be worth recounting. These men, he said, were chosen as witnesses after speeches in the employ of the committee had wormed their way into the confidence of the seamen.

In addition to three witnesses, all American survivors of the wreck will be subpoenaed as witnesses before the committee in Washington.

Chairman Smith, of the committee, to-day officially declared that Mrs. J. J. Astor will be brought before the committee provided her condition is such that she can travel.

News of Icebergs.
That the Titanic's officers were cognizant that three mammoth icebergs menaced their pathway, and that they were given more than six hours' warning Sunday afternoon by the Californian, was one of the important bits of evidence which came out at the session at New York.

Best Service to California.
Standard or tourist. Letter personality conducted by the time, weekly without charge. Birth, 25 Washington-Sunset route. A. J. Foster, 205 E. 14th St.

A "TERRIBLE EXPLOSION"



MRS. T. W. CAVANAUGH.

Daughter of Henry Siegel, the millionaire merchant. She was brought in on the Carpathia with the rest of the survivors. In relating her experiences she said:

"There were many lifeboats preparing to be launched when my husband and I reached the deck. He ran for one of them and then my husband thrust some blankets into my hand, kissed me and lifted me into the boat, in which were twenty-three women. He kissed me again and told me that he would be all right and joined the other men as we were lowered into the water. They all seemed happy that their wives were being carried safely away from the damaged ship, and kept calling and reassuring us that everything would be all right; that the ship could not sink. The next thing was that terrible explosion, the horrible shrieks, and the disappearing of the great ship. The time we spent in that small boat after those noble, heroic men went down were hours of torture. I saw Mr. Ismay when he came on board the Carpathia. He was trembling from head to foot, and kept mumbling 'I'm Ismay.'"

The mystery which has so far surrounded the message, which at 10 o'clock Monday morning was caught by the Baltic, giving the first news of the Titanic's fate, was dispelled to-day when Harold H. Cottam, wireless operator of the Carpathia, was put on the stand and gave his testimony of the happenings that dreadful Sunday night.

Cottam had told the committee that he had sent a message to the Baltic, telling of the sinking of the White Star liner. "At the conclusion of the hearing to-day, Senator Smith issued a formal statement in which he reviewed the evidence already acquired and declared that the facts gathered so far are encouraging enough to warrant going deeper into this last mystery of the sea."

List of Witnesses.

He then read the list of witnesses whom he said had already been served with subpoenas to insure their attendance in Washington, which is outside of the jurisdiction of New York.

Resides Ismay and Franklin, this list includes: Bride, the Titanic's operator; Cottam, the Carpathia's operator; C. H. Lightoller, second officer; H. J. Pitman, third officer; J. G. Boxhall, fourth officer; and H. G. Lowe, fifth officer, all survivors of the Titanic.

The following of the crews were subpoenaed: W. Perkins, P. Archer, W. H. Taylor, W. Bryer, E. Bailey, S. Hemmings, F. O. Evans, E. Jones, Frank O. Cameron, G. Moore, H. Cunningham, F. Fleet, A. Oliver, G. Simmons, J. Hardy, Albert Haines, G. A. Hoge, J. Crawford, W. Burke, E. Whiston, F. Clinch, Frederick Bay, G. Crow, C. Andrews, J.

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UTILITIES BILL PASSES SENATE WITHOUT DEBATE

Measure Creating Service
Commission Changed by
One Amendment.

DIRECT PRIMARIES NEXT

Bristow Insists Presidential Votes
for District Be Taken Up
Monday.

Containing only one amendment by which the commission is given the right to hold public hearings, the public utilities bill, giving the District Commissioners the authority of a public service commission, passed the Senate yesterday afternoon by a viva voce vote. The bill represented the redrafted amendment to the original measure as introduced by Senator Gallinger.

Powers of Commission.

The new bill, as passed, gives the Commissioners absolute right to determine not only the amount of stock which each company owns (thereby determining the amount of capitalization, pay scale on street car and telegraph companies), but authorizes the commission to consider the differences in stock and prevent the transfer from one company to another of stock held, thereby making the corporations of the District in any way "dependent" on each other.

With the passage of the bill in the Senate it is entirely probable that the House members will force its consideration and require its passage within the next two weeks. This sentiment was expressed by Chairman Ben Johnson, of the House District Committee, yesterday.

"There is no question," said Mr. Johnson, "but what a regulation of corporations in the District is one of the most needed laws at the present time. Whether the Senate measure confers on the District Commissioners the powers necessary to make this power adequate is a mooted question which we cannot determine until the bill has been carefully considered. Unquestionably the measure, in the absence of amendments, is sound."

Plan for Primaries.

Prior to the consideration of the bill Senator Bristow of Kansas made a fervid plea for the consideration of his bill giving the District the right of a direct Presidential primary vote when the Presidential and Vice Presidential votes of the two great national parties are to be taken.

In his remarks Senator Bristow declared that there had been a systematic policy of obstruction on the part of the regular Republican Senators, which must stop. In reply, several Senators of the regular Republican faction declared themselves willing immediately to take up the consideration of the bill.

It was then agreed that the District primary bill should come up with the unfinished business to-morrow, and unless the present strength of the Senate weakens it seems entirely probable that it will pass.

The most important amendment to the Senate bill on public utilities was introduced by Senator Gallinger, and is as follows:

"That before final determination of such value the commission shall, after notice of not less than thirty days to the public utility, hold a public hearing as to such valuation in the manner hereinafter provided for, a hearing which provisions, so far as applicable, shall apply to such hearings. The commission shall, within ten days after such valuation is determined, serve a statement thereof upon the public utility interested, and shall file a like statement with the District Committee in Congress."

Eliminates Many Sections.

The new measure eliminates the section which Senator Bristow declared to be "a mere repetition of the rights and powers of the utilities commission. It is 10 sections in length, as compared to the 10 sections of the Gallinger bill and the 10 sections of the bill as introduced by Representative Oldfield in the House and recommended by Senator Works as a complete amendment to the Gallinger bill.

Many sections duplicating those introduced in other places have been eliminated from the new bill.

Halifax, Nova Scotia, April 20.—The White Star liner Laurentic, from Liverpool, arrived to-day. She passed the scene of the disaster, but found no bodies.

"We saw neither bodies nor wreckage," Capt. Mathias said. "There were many icebergs, towering and huge fields of pack ice right in the track of navigation."

The cable boat Mackay-Bennett was scheduled to reach the scene of the disaster to-day. She will proceed to New York with any bodies found.

Nothing Was Saved.

Mrs. George D. Widener, with her maid, was rescued from the Titanic disaster. She was returning with her husband, who went down with the hundreds of other heroes, from a trip to Paris, where the Philadelphia society women had spent weeks in selecting a fitting trousseau for her daughter, who was soon to be married. Parisian dressmakers declare that the creation purchased by Mrs. Widener and nearly entirely designed by herself was one of the most complete and expensive ever bought. In the city of fashion, the unequalled collection of finery with several thousands of dollars worth of Mrs. Widener's wardrobe is now at the bottom of the sea that ended the life of her husband, who worked heroically in his effort to get all the women and children into the lifeboats before the great ship went down.

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GRAND MEMORIAL TO TITANIC DEAD IN THE CAPITAL

National Monument to Cost
\$500,000 May Be
Erected.

TRIBUTE TO MAJ. BUTT

Prominent Business Men of Wash-
ington in Heartfelt Sympathy
with Movement.

Costing at least half a million dollars, and for which Congress will be asked to appropriate \$500,000, a national monument will be erected to the memory of Maj. Archibald W. Butt, aid to President Taft, and hundreds of other courageous men who surrendered their lives that the women and children aboard the ill-fated Titanic might be saved.

John Hays Hammond, who was intimately acquainted with Maj. Butt, is one of the originators of the movement, which has the heartfelt co-operation of the President. It is understood that in addition to the appropriation by Congress the entire country will be given an opportunity to contribute to the memory of the military hero, and belief is expressed to-day that \$500,000 additional can be raised.

Following the suggestion of Miss Mary S. Hamilton, director of the Hamilton Institute, a movement was started by The Washington Herald yesterday to raise funds for the erection of a fitting memorial.

At a meeting held at the Chamber of Commerce a call was prepared for a mass meeting at 2 o'clock Wednesday afternoon in the rooms of the Chamber for the purpose of discussing preliminary plans for the erection of such a memorial. A temporary organization will be perfected, and steps will be taken looking to the appointment of a national committee, which shall undertake to raise by subscription the necessary funds for the memorial.

Call for Meeting.

The call for the meeting will be signed by about fifty prominent business men and officials of Washington. Hundreds of postal cards, given to the effect that the memorial should be erected by subscription from all over the country. It is believed the movement to raise subscriptions should be national in character, inasmuch as the Titanic disaster is one that is felt everywhere and not confined to any locality. Inasmuch as Washington is the Capital of the nation it is considered that the memorial should be erected here.

D. H. Warner, treasurer of the committee which raised the funds for the Longfellow memorial, said he believed it to be the duty of the citizens of the United States to erect a memorial to the men who died on the Titanic.

Will Find Support.

"I feel sure the project to erect a memorial to those courageous men who died on the Titanic is one that will meet with hearty response and support everywhere. It is right and proper that the memory of those brave men, who had their lives washed away,

Continued on Page Four.

MANY LIVES LOST IN RAGING WATERS OF MISSISSIPPI

Twelve Villages Are Under
Water and Thousands
Are Homeless.

FEVER BREAKS OUT

Army Surgeon Sent by Department
to Inaugurate Sanitary Measures
in Stricken Districts.

New Orleans, April 20.—Harassed on all sides by the mighty Mississippi, which at the present time inundates twelve prosperous villages in Mississippi near Greenville, and handicapped by lack of money and facilities with which to battle the water which is sweeping over their very homes, the people of Greenville to-night have sent out countless messages to every available agency, calling for aid.

A message received here to-night says that at least 20,000 persons are homeless, and that many lives have been lost. Some estimates place the number of dead at 20,000. This, however, has not been confirmed.

A raging flood covers twenty square miles in the vicinity, the water pouring into two bays, and is expected to reach the levees at Greenville before morning.

Twenty-one negroes are known to have been drowned near Benoit. Great loss of life is believed to have occurred in the section between Benoit and Greenville.

Villages Are Inundated.

The towns of Scott, Avondale, Willsboro, Winterville, Choctaw, Dunleith, Hollingsworth, Helm, Elizabeth, Napanee, Stoneville, and Leland are several feet beneath water, the scantily clad and destitute people in some of these being marooned on the roofs of their houses.

Calls for aid in the delta counties north of Vicksburg are hourly growing more urgent. The relief forces are working feverishly to send out supplies before call communication is shut off.

In the rear of the levees are valuable lands planted in truck, orange or citrus groves, and an inundation resulting from levee break in the levee will entail a loss of many thousands of dollars, besides endangering the lives of hundreds of residents.

Vicksburg, Miss., April 20.—Reports were received 10:30 to-day of the drowning of 200 persons in Bolivar County, Miss., when the town was swept by the flood which followed the collapsing of the levees near Benoit.

Five thousand refugees at Cleveland have exhausted practically all their food supplies.

Memphis, Tenn., April 20.—The United States steamer Silmon, with 550,000 pounds of supplies for food supplies, arrived here to-day. These supplies will be hastened to places where immediate help is needed. Hundreds of poor families are starving. Over 25 towns now are submerged. It is estimated to-day that 200,000 are homeless and the loss to plantation property reaches millions. Thousands of bales of cotton held in storehouses for higher prices are ruined. Many floated away when the breaks in the levees came. All railroad traffic between Memphis and other points to the center of the flood districts has been shut off. Thousands of feet of track are washed away.

Fearing that an epidemic of fever or other diseases may develop among the sufferers of the Mississippi Valley flood, Col. Jefferson R. Keane, of the Army Medical Corps, who cleaned up Cuba and Panama and conquered yellow fever, was dispatched to the scene yesterday.

Col. Keane's first stop will be at Rowling Green, Ky., where he will confer to-morrow morning with the State Board of Health, by arrangements made with the Governor of Kentucky yesterday. From there he will proceed with members of the board to Hickman, Columbus, and other heavily stricken points along the Mississippi. Then he will go to New Madrid, Mo.; thence to Tiptonville, Memphis, and other places in Tennessee; to Helena, Ark., and thence on down the Mississippi in the wake of the flood tide to Vicksburg and other points where great suffering is feared.

Physicians Are Scarce.

This action was taken by the War Department, following a report from Maj. Miller, the army surgeon in charge, at Vicksburg. A few days ago Maj. Miller asked for a large contingent of medical supplies, which were sent. He reports that they have been of little benefit, however, owing to the lack of physicians. A large amount of fever is reported all through this territory, and there is much dysentery and other ailments. It now develops by these reports that more lives have been lost by disease following exposure and privation than by the waters themselves.

Concentrate in South.

Reports from the army engineers received yesterday indicate that while conditions are improved at Northern points, they are growing worse farther south. The flood having now assumed its most dangerous condition in the Lower Mississippi, the efforts of the Engineer Corps are being concentrated in that quarter.

Maj. Smith, in charge of the Memphis district, reported yesterday that he had already spent \$2,000; Capt. Sherill, in the New Orleans district, has spent \$5,000; Capt. Woodruff, in charge of the Vicksburg district, has spent \$2,000. This expenditure has been necessary for the purchase of sacks and sandbags for the topping of levees, strengthening the sides and rear slopes of levees, for steamboats to transport the material, and for labor hire.

Although a large amount of work already has been accomplished, much more remains to be done. Secretary of War Stimson is deeply interested and is receiving detailed telegraphic reports every day from the officers in charge.

Provides More Lifeboats.

London, April 20.—All of the ocean liners in the service of the Canadian Pacific Railway will immediately have their quota of lifeboats increased as a result of the Titanic disaster. This announcement was made here to-day in a cablegram from the main office of the Canadian Pacific in Montreal to its London manager.

81-25 Baltimore and Return Baltimore and Ohio. Every Saturday and Sunday, Good to return until 5 a. m. from New York; All trains, both ways, including the Sagat Limited.

J. BRUCE ISMAY TESTIFYING BEFORE INVESTIGATORS.



The photograph shows the managing director of the White Star Line sitting at the end of the table, his hands resting in front of him, testifying before the Senatorial investigating committee which went from Washington and began proceedings the day after the Carpathia arrived in New York with the only living survivors of the Titanic disaster. In answer to Senator Newlands' question regarding the speed of the Titanic at the time it crashed into the iceberg, Mr. Ismay said: "I understand it was twenty-one knots, or a little over twenty-six miles an hour."